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SOURCE Newspapers and periodical as indicated.

IMPROVEMENT OF TRANSPORTATION FACILITIES IN GDR

GDR INTRODUCES TYPE-SORTING OF LOCOMOTIVES -- Berlin, Der Verkehr, Jan 1952

Type-sorting of locomotives was introduced in 1947 in the German Democratic Republic to increase the efficiency of the railroad operations plants. Each operations plant thereafter took care only of certain designated types of locomotives instead of handling all types.

The development of the operational park is determined by an annual inspection of each locomotive. The operational park includes locomotives with little damage, that can be repaired with a minimum of difficulty. Those which require a heavy outlay of money and material for repairs are grouped in the Schadpark (damaged locomotive park). Approximately 50 commissions spent 3 weeks on the road inspecting locomotives and filling out questionnaires, which would show the condition of each locomotive.

An inspection commission consists of a locomotive engineer, a locomotive fireman, a repair shop specialist, and a leading union member. One member of the commission must be a boiler inspector. It is the task of the commission to locate locomotive defects and see to it that immediate remedial action is taken. The standards for evaluating a locomotive are very high and rigid so that the inspection of all commissions may be as objective and uniform as possible.

ABOVE-NORM FREIGHT TRAINS SCHEDULED -- Berlin, Taegliche Rundschau, 14 Aug 52

For the first time, freight through-trains with above-norm loads, each with 150 axles and about 2,000 tons of freight, have been scheduled for regular traffic. They will operate on the Halle-Falkenberg line.

NEW RR LINE IN OPERATION -- Berlin, Taegliche Rundschau, 5 Aug 52

A new railroad line between Frankleben and Neumark, near Merseburg, has been put into operation.

- 1 -

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NEW DREDGER LAUNCHED -- Berlin, Die Wirtschaft, 11 Jan 52

The hull of the first large-sized, deep-sea dredger was launched at the people-owned shipyard in Rosslau. The dredger, which has a capacity of 400 cubic meters per hour, is to dredge the Baltic coastal waterways.

WARNOW SHIPYARD BUILDING 9,500-TON OCEAN-GOING FREIGHTER -- Plauen, Freie Presse, 27 Feb 52

Rostock (ADN) -- Construction of the first 9,500 ton ocean-going freighter of the people-owned fleet was begun at the Warnow Shipyard in Warnemuende. The freighter, which will in the future be built in serial production, will be used in East-Asia service. It will be 152 meters long and 20 meters wide. The mast-heads will be 55 meters above the keel and the forecastle decks will be about 19 meters above the keel.

The assembling of an 80-ton section of the hull has begun. Molds of the individual parts have been prepared on the mold loft of the Warnow Shipyard since the end of 1951.

Simultaneously, gigantic production installations are being built in the Warnow Shipyard. The largest of them is a 26 meter-high shipbuilding hall which when completed will be the largest in Europe with about 20,000 square meters of ground space.

LAUNCHING OF 9,500-TON OCEAN-GOING FREIGHTER -- Berlin, Taegliche Rundschau, 4 Apr 52

The first 9,500-ton ocean-going freighter to be built for the people-owned fleet of the German Democratic Republic was launched at the Warnow Shipyard in Warnemuende on 1 April 1952.

FIREPROOF LIFEBOATS OF LIGHT METAL -- Schwerin, Landes-Zeitung, 8 Mar 52

The Warnow Shipyard in Warnemuende is building fireproof lifeboats of light metal for ocean-going ships. This innovation, which fulfills all demands of ocean-going navigation, results in considerable savings of oak wood.

INCREASED SERVICE BETWEEN BELGIUM AND THE GDR -- Berlin, Aussenhandels Nachrichten, 31 May 52

As a consequence of intensified freight traffic between the GDR and Belgium the regular service between Antwerp and ports of the GDR has been greatly increased. At present, there are four departures weekly from Antwerp to Rostock.

EXTENDS AUTOBAHN INTO POLAND -- Berlin, Bonn, Munich, Der Informationsdienst, 22 Feb 52

Poland plans to extend the Autobahn, which at present terminates near Frankfurt/Oder, across the Oder in the direction of Warsaw. An Autobahn bridge is to be built for that purpose. Plans for the bridge were made before 1945 because it was then planned to build the Autobahn to Zbaszyn, the former Polish border. Construction will begin in spring 1952. Some 1,500 laborers are being recruited from the Frankfurt/Oder district to work in the Polish area on the Autobahn.

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- 2 -

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